

interest on their capital and none of them had the same difficulties to encounter in the construction of their respective roads, or have the same expense to incur in working them, as attended the construction, and now accompanies the working of the road of this company. If the Boston and Providence Rail Road for instance, with five cents for passengers, and ten cents per ton for goods per mile, located as it is, on one of the most frequented thoroughfares in the United States, makes a dividend of six per cent.—when it has no inclined planes to work, and no horse power to employ—is it reasonable that on a road not yet completed, a company with but half the tolls, and which four inclined planes to work, and an expensive horse-power to maintain, besides the steam power employed, should be expected to do the same.

These matters are here stated in a communication to the Governor and Council in all candor and frankness.—The State has a deep interest in the company—not only as a stockholder to a very large amount, but because the completion of the undertaking is to secure lasting benefits to the people of Maryland.

It is the desire of the President and Directors to merit the confidence of the State, and it becomes them especially to set forth why it is, that the road as far as completed, is not a source of revenue to the treasury. This they cannot now promise, that it will ever be until those rates of charge are allowed to it which the experience of other and similar roads in the country has shown to be necessary to produce adequate returns to the stockholders. When the charter was originally applied for, relying upon the representations received from Europe in relation to the cost of constructing and working these roads, the projectors of this work were led to believe, that the rates then granted would be amply sufficient, and the hope was un-til recently, entertained, that the increasing business of the road would render their augmentation unnecessary. A better experience however, has demonstrated the error of these calculations.

Referring again to the accompanying Annual Report, for a full detail of all the circumstances here generally alluded to, the present annual statement is respectfully submitted.

On behalf of the Board,

P. E. THOMAS, President pro. tempore.

Baltimore, 4th January, 1837.